



# Hongkong Daily Press.

ESTABLISHED 1857.

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Hongkong 16th June 1911 [527]

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[a28]

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Hongkong, 4th January, 1912. [157]

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Hongkong, 4th December, 1907. [a37]

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ONLY communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymous signed communications that have already appeared in other papers will be inserted.

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## BIRTH.

At 3, Ormsby Villas, Granville Road, Kowloon, on the 25th inst., to Mr. and Mrs. A. RAMSAY, a son.

[935]

HONGKONG OFFICE: 10A, DES VUEX ROAD C  
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 26TH, 1912.

An item of news in our yesterday's issue regarding the Opium question illustrates how loose is the hold which the Central Government has upon the provinces as yet. At the beginning of the month the President issued a Mandate enjoining upon the provinces strict observance of the country's Treaty engagements in regard to Opium, and in consequence of the issue of this Mandate, which expressly referred to the complaints of the foreign merchants, we read in one of the latest Indian papers that prices in India improved. Yesterday we reproduced from a Northern contemporary the information that advices from Yunnan stated that a Company is being formed there, under the auspices of the provincial government, and with a capital of \$1,000,000, for the purpose of founding a farm for the cultivation of opium to meet the local demand and for export to Tonkin. This province was recently reported by Sir ALEXANDER HOSIE to be practically free from opium cultivation, but it is now estimated that the farmers there have grown this season a total amount of opium equivalent to four-fifths of the production previous to the inauguration of the policy.

For export to China, there has lately been a revival of opium cultivation in China to such an extent as to show that the Agreement, so far as China is concerned, is not worth the paper it is written upon. But the British authorities have shown an invincible confidence not only in the good faith of the Government at Peking in this matter, but also in their ability to enforce the decrees of the President. Every month, however, evidence is accumulating that the fiat of Peking is being openly flouted, and consequently the provincial treasuries in the opium-growing provinces stand to benefit at the expense of the Indian taxpayer. The import of Indian opium into China does not appear, however, to be strictly confined to the opium certified by the Indian authorities for export to China. As this certified opium is being reduced in quantity every year, in accordance with the Opium Agreement, its price is enhanced at the auctions, but in almost every batch of papers which have lately arrived from India we have observed complaints about the smuggling into China of large quantities of un-certified opium, to the great financial injury of the reputable merchants who buy the opium which the Indian authorities have certified for export to China. From one of the papers to hand by yesterday's mail we learn that un-certified opium is sold at about Rs. 3,000 per chest less than certified, and this, of course, is a direct inducement to people to buy the former and smuggle it into China. It is alleged that this smuggling is carried on through Macao and other ports. The statement is published that a steamer has been chartered by a Macao opium farmer to run from Calcutta, and as the figures show that the imports into Macao for the first four months of this year were more than for the whole of 1909, the conclusion drawn is that the opium is to be smuggled into China. Whether that conclusion is justified or not the Chinese authorities, if they are really in earnest in regard to the suppression of the opium habit, ought to be able easily to ascertain and if confirmed their obvious duty is to take effective measures to stop the import of unauthorised opium into the country; for, if smuggling is taking place on the considerable scale alleged it shows inexcusable neglect on their part to take measures to prevent it. The legitimate traders, however, seem to repose little confidence in the ability of the Chinese authorities to check the evil, and are urging that the Indian Government should curtail the sales of un-certified opium. This would have the effect of enhancing the price of the "un-certified opium," and thus tend to remove the temptation to smuggle. This, however, could only be done at the risk of a total extinction of the trade in opium with other countries, as well as with China, and notwithstanding that the Government of India has contemplated the extinction of the China trade of late with equanimity, we fancy India is not yet prepared to make the sacrifice which this proposal on the part of the China merchants would entail.

A fine of \$250 was imposed upon a Chinese yesterday at the Magistracy for having been in possession of a quantity of opium.

The police are informed that the clothes of two Chinese were discovered on the shore at West Point, and it is surmised that they belonged to two men who went into the water and were drowned.

Among the elections to Fellowship of the Royal Colonial Institute on the 2nd inst. were the Hon. Mr. John A. S. Bucknill, K.C., Attorney-General of Hongkong, and Mr. H. L. O. Garrett.

The body of a European identified as William Gray Nixon has been found in the harbour at Singapore. He had led for some time past a sort of nomadic existence, and was formerly in Shanghai.

A man and a woman were at the Magistracy yesterday charged with having returned from banishment. Mr. Lewis, who appeared for the defence, contended that they were born in Hongkong. The case was remanded, bail being fixed at \$500 each.

Herr Huittze, a German resident of Hankow, who fired his revolver one night recently upon a number of Chinese, has been sentenced to six months' imprisonment for inflicting serious bodily injury, certain extenuating circumstances being taken into consideration by the court.

Sunday, the 25th inst., being the 91st Anniversary of the Independence of the Republic of Peru, the Peruvian Consul

The Singapore Free Press in congratulating Mr. Belfield, Resident at Perak, on his appointment as Governor of the British East African Protectorate, says that it is only another instance of Malaya being the qualifying ground for promotion to higher appointments, instancing Sir W. Maxwell, Sir H. McCallum, Sir Hugh Clifford, Sir W. Egerton, Mr. Merewether, and the late Mr. Rodger.

## THE INDO-CHINA STEAM NAVIGATION CO., LTD.

Fairplay of June 27th contains the following:—

On Wednesday last week the secretary of the Indo-China Steam Navigation Co., Ltd., issued the following circular to the shareholders. It may be mentioned that rumours have been current for some time that negotiations are proceeding between this Company and a well-known British Company for the sale of the goodwill and assets of the Company. It is believed that, should the negotiations have a successful issue, a notification will shortly be sent to the shareholders. However this may be, purchasers of the preferred shares find great difficulty in getting delivery:—

The Indo-China Steam Navigation Co., Ltd., 29, Cornhill, London, E.C.

19th June, 1912.  
DEAR SIR OR MADAM,—I am instructed to inform you that the directors regret that the intention expressed at the last general meeting of presenting the annual accounts at an earlier date cannot this year be carried out, owing to difficulties in connection with the revision in the Far East and abnormal sickness among the accounting staff in China, but no time will be lost in placing the accounts before you at the earliest possible date.  
By order of the board,  
A. G. WELLS, Secretary.

## BISHOP LANDER ON CHINA AND HER PEOPLE.

Dr. Lander, the Bishop of Victoria (Hongkong) was one of the speakers at the annual missionary festival held at St. Helen's on the 20th ult. in connection with the Liverpool Diocesan Board of Missions. The following report of the Bishop's speech is taken from the *Liverpool Daily Post*:

The Bishop of Victoria, Hongkong (Dr. Lander) said he was glad to confirm what the Bishop of Trinidad had said about the importance of the example that was set by the young Englishmen who went out from home to the colonies and dependencies. He was thankful to say that some splendid fellows had gone out to Hongkong, who were standing up for Christ and doing a noble work. Hongkong was said to be the largest port of call in the world, and the Church had a great work to do among the large number of seamen who called there. Then they had the Chinese, and the more he knew of the Chinese the more he loved them. In his diocese were five big provinces, stretching across the south of China, in which were 70,000,000 people. The Chinese were a most attractive people. They were so strong, so steady, never taking too much drink, and so clever. A nation with those characteristics and so numerous was bound to have a great future. Since the terrorism of the Manchu dynasty had been swept away a wonderful change was coming over the land. What would be the result of the west and best influences? There was no doubt that Christian missions were doing a splendid work among the Chinese, and the call to the Christians of England and all the world was exceedingly great for the people of that great and marvellous land.

## PEARL NECKLACE IN THE PARCEL POST.

A Marine Insurance Correspondent writes to the *Times*:

The market which, when the *Titanic* foundered, was made uneasy for a time by the uncertainty respecting a valuable pearl necklace, was relieved to find that one insured for \$100,000 safely reached London on a recent Wednesday from Paris. The necklace was four days in transit, and on Tuesday afternoon, when it had not arrived, underwriters were thinking that news of its whereabouts. It had been understood that the necklace was to be despatched by registered post, but instead it was sent through the Parcel Post as an ordinary package, and not even as a package insured with the Post Office. No doubt there is something to be said for the theory that valuables are really safer when sent through the ordinary post, since expert railway thieves, of whom the Continent has produced quite a number, direct their attention to registered packages. Still, the facts that ordinary packages are much longer in transit and that, should there be any leakage of news, they would be comparatively easy and much more difficult to trace, suggest that the use of the ordinary Parcel Post for valuables is not one to be encouraged. It is understood that last year some of the handsome jewellery brought to England by Indian Princes attending the Coronation was packed in large cases and shipped as ordinary cargo, with the idea that it was really safer so disguised. A very

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## THE ILLNESS OF THE EMPEROR OF JAPAN.

UNSATISFACTORY BULLETINS.

TOKYO, July 25th.

The bulletins issued to-day show His Majesty the Emperor to be weaker.

It is probable that Prince Katsura, now in Europe, will be recalled.

## COUNTERFEIT COINING IN SHANGHAI.

SENSATIONAL ARRESTS.

SHANGHAI, July 25th.

A most important arrest was made by the French police yesterday of a large gang of counterfeit coiners, including two Frenchmen and over fifty Chinese. Their operations were conducted in a large house in the Siccawei district, where a most elaborate plant had been installed. Over 6,000 spurious dollars, complete and incomplete, were seized. The counterfeiting was highly ingenious. It is reported that upwards of \$1,000 were being turned out daily.

[THROUGH REUTER'S AGENCY.]

## TIBET'S STRUGGLE FOR INDEPENDENCE.

PLEA FOR THE RE-CONSIDERATION OF GREAT BRITAIN'S POSITION.

LONDON, July 25th.

The *Times* draws attention to the importance of Tibet's struggle for independence and considers that the restoration of Chinese authority is exceedingly unlikely in view of China's state of disorganisation and lack of money and men. The time was possibly approaching when Great Britain might have to reconsider her position in regard to the Tibetan question. The Chinese Government, having been ousted from Tibet by the Tibetans themselves, may never again be in a position to act as intermediary in Anglo-Russian negotiations with Tibet as provided in the Anglo-Russian Convention. Moreover, China had deliberately ignored the Anglo-Russian and Anglo-Chinese Conventions. Great Britain does not seek a single inch of Tibet, but the cause of the unfortunate Tibetans struggling for freedom deserves our sympathy.

## PRINCE KATSURA IN ST. PETERSBURG.

"NO WRITTEN TREATY ARRANGEMENTS."

LONDON, July 25th.

Prince Katsura had a conference lasting two hours with M. Kokovtsov on the Russo-Japanese position in Manchuria. It is stated that Russia is disinclined to enter into any engagements conducing to complication with China; certainly there will be no written treaty arrangements.

## LAND REFORM IN GREAT BRITAIN.

REPORTED DISSENSION IN THE CABINET.

LONDON, July 25th.

The Conservative papers are devoting columns to the Government's land reform intentions. They assert that the Liberals are divided on the subject. Some are forecasting the secession of Mr. Lloyd George, though the *Daily Telegraph* to-day says this is untrue, Mr. George believing that he is better able to promote the reform inside the Cabinet.

Mr. Bonar Law in a message to the Unionist candidate at Crewe says the Government is trying to dish the Labourites with a more extreme and a more absurd policy.

Mr. Lloyd George in a message to the Radical candidate says the land must be freed from bondage and monopoly. Lord Lansdowne, addressing the Rural League at Westminster, outlined the

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## THE DEBATE ON BRITISH NAVAL POLICY.

MR. CHURCHILL'S REPLY.

LONDON, July 25th.

Continuing the debate in the House of Commons on the Supplementary Naval Estimates, Mr. Churchill declared it was incorrect to say that the battleships had been withdrawn from the Mediterranean because they were wanted in Home waters. They were withdrawn firstly because they were useless where they were, in presence of the new ships of Austria and Italy, and secondly because the crews were wanted to man the more powerful ships of the *King Edward* class, which, otherwise, would have to be relegated to the Reserve. He denied that the transfer of the four battle cruisers to Malta would reduce the Fleet in Home waters below what the Admiralty had hitherto considered the irreducible minimum. Mr. Churchill clearly intimated that if the naval strength of the other Powers of the Mediterranean developed largely we should increase our force and, if necessary, create a Dreadnought battle squadron there. Sufficient men would be available by 1915 to man three or four battleships above the fixed number. "We have the situation well in hand," he said, "and there is no need for panic or alarm."

LATER.

The House of Commons has passed the supplementary Naval estimates after rejecting by 291 votes to 32 a Radical motion for its reduction.

## CANADA AND THE NAVAL DEBATE.

LONDON, July 25th.

The comments in the Canadian Press on Mr. Churchill's speech are practically unanimous in breathing devotion to the Motherland and in recognising the need of assisting her. They indicate that the Opposition is likely to support the Government in case an emergency contribution is asked for.

The *Toronto Globe* says:—"Here is an opportunity for the Dominions to cease sponging on the Motherland. It is the duty of the Dominions to guard the outlying Empire and trade routes while the Motherland keeps the shores of Great Britain inviolate."

The Canadian Minister of Marine told a deputation of the Maritime League in London that the question of arming the merchantmen on the trade routes had been discussed by the Canadian Ministers with the Admiralty. He and his colleagues believed that any Canadian contribution to the Navy should supplement Great Britain's building and not enable the latter to be reduced.

## SHIPBUILDING PROGRAMMES OF MEDITERRANEAN POWERS.

LONDON, July 25th.

The *Matin* (Paris) affirms that Italy is about to lay down six super-Dreadnoughts—two at the end of the present year—and Austria three.

This is regarded as explaining Mr. Churchill's reference to a Mediterranean Power contemplating a considerable programme.

## DOCTORS BOYCOTT THE INSURANCE ACT.

LONDON, July 25th.

The Congress of the British Medical Association has passed a resolution by 117 votes to 22 calling upon all practitioners not to accept appointments connected with the Insurance Act, except as regards the Sanatorium benefit.

## THE FORTHCOMING LABOUR DISPUTES BILL.

LONDON, July 25th.

The Prime Minister has announced in the House of Commons that a Bill for the settlement of labour disputes will be introduced next session.

## TURKISH GARRISON CAPTURED BY ALBANIANS.

LONDON, July 25th.

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## THE LONDON DOCKERS' STRIKE.

A BLASPHEMOUS PRAYER.

LONDON, July 25th.

At a big demonstration held on Tower Hill, Mr. Ben Tillett asked the strikers to join him in prayer.

The crowd then repeated after him:—"Oh, God, strike Lord Devonport dead!" This they followed up by singing: "He shall die!"

[Lord Devonport is Chairman of the Port of London Authority.]

RIOT AT WAPPING.

The strikers marched to Wapping, where a riot ensued. The police charged, and 40 arrests were made. Fifteen people were injured.

GENERAL STRIKE THREATENED.

Mr. Havelock Wilson, Secretary of the Seamen's Union, is endeavouring to prevent a general strike by Saturday.

## LABOUR TROUBLES IN AUSTRALIA.

LEGISLATION IN QUEENSLAND.

LONDON, July 25th.

A Bill has been introduced in the Brisbane Assembly aiming at industrial peace. It creates Industrial Boards, imposes fines, ranging from £1,000 downwards, on employers inciting a lockout, and £50 on anyone inciting a strike. The Bill declares strikes unlawful until a compulsory conference has been held, and then a fortnight's notice must be given to the Registrar who is required to take a secret ballot.

## WARSHIPS AMONG FISHING NETS.

LONDON, July 25th.

A telegram from Ymuiden states that the Dutch herring-fishers report that 66 British warships passed through the fishing fleet last night and destroyed most of the nets.

## CORRESPONDENCE.

## THE JOSEPH CHAMBERLAIN BIRTHDAY SHILLING FUND.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

DEAR SIR,—At a meeting of the Unofficial Members of the Executive and Legislative Councils, held on Saturday last, it was decided to start locally a branch of the above fund, with Sir Paul Chater as hon. treasurer.

All Hongkong residents are invited to contribute, fifty cents being taken as the equivalent of one shilling. Those who are willing to contribute are requested to sign their names on one of the lists which will be found at the following places:—The Hongkong Bank, the Chartered Bank, the Mercantile Bank, the Hongkong Hotel, the Peak Hotel, Messrs. Brewer & Co., Messrs. Falconer & Co., Messrs. Kelly & Walsh, Messrs. Lane, Crawford & Co., and Messrs. A. S. Watson & Co.

The sums collected will be forwarded to London with the names of subscribers, to be devoted to any purpose which Mr. Chamberlain may select.—Yours faithfully,

H. E. POLLOCK, Hon. Secretary.

5, Queen's Road,  
25th July, 1912.

## PRACTICE AT VARIANCE WITH PRECEPT.

When a farmer was examined in bankruptcy at Carmarthenshire Bankruptcy Court, it was stated that his ledger contained such maxims as: "Promptitude is the soul of business." "Accuracy assures success," and the declaration: "I herewith sincerely declare and vow that I shall not buy anything in the way of business without having the money ready to pay for it; to do all in my power to pay at the specified time for the same; and to cultivate the principle of getting paid down for all goods. The debtor, turning to the reporters present, said: "It is not fair to copy my maxims, and scatter them about the country." His liabilities totalled £1,300 and the deficiency was £1,100.

A Chinese contemporary states that the Foreign Office at Peking is in receipt of a telegram from the Tutu of Yunnan that Pienma is an important post for the defence of Burma and also for Szechwan and Yunnan and since the British



## SUPREME COURT.

Thursday, 25th July.

IN SUMMARY JURISDICTION.

Before Mr. H. H. J. GOMPERTZ  
(PUNISH JUDGE).

## THE CLAIM BY A NURSE.

The hearing of the action at the instance of Miss Emma S. Hamilton against Mr. H. W. Looker for \$1,000, damages for wrongful dismissal, was continued before his Lordship and a special jury consisting of Messrs. F. Maitland, A. R. Lowe, and L. Berindougue. Mr. Reader Harris, of Messrs. Wilkinson & Crist, appeared for plaintiff, Mr. Looker appearing in person.

Mr. Looker resumed his cross-examination of the plaintiff.

You told me yesterday that you did not tell Mrs. Looker that as soon as you heard of her application you were determined she should take you. You adhere to that?—Yes.

Did you tell her that you told the Norland Institute that it was no use their putting the application before other nurses because you were determined to have it. Did you tell her that or not?—No.

You told us yesterday that you always received excellent testimonials?—Yes.

You told us yesterday that it was not usual for employers to write in the testimonial book after temporary engagements?—No. I said that was not always the case. A nurse could ask for a testimonial or she need not.

There is no necessity to get a testimonial after a temporary engagement?—No.

Was it not one of the regulations of the Norland Institute that the testimonial book should be written in after an engagement is terminated, either temporary or permanent?—I think it is mentioned as one of the regulations.

When you accepted the engagement with me did you consider you were working in connection with the Norland Institute or not?—I was working in connection with the Norland.

You told Mrs. Looker on one occasion that you had nothing to do with the Norland?—No.

You deny that?—Yes.

You confirmed that statement to me on one occasion. Do you deny that?—Yes.

If you were working in connection with the Norland was it very important that you should get a testimonial at the end of the year or when the engagement was terminated?—No. At the end of every year, yes. It is not necessary to get a testimonial in a temporary engagement, but it is in a permanent engagement.

How do you distinguish between a permanent and temporary engagement?—A temporary engagement in my case would probably be taking the place of somebody who was absent.

How do you distinguish between them as a general rule?—I can not answer in any other way except that.

Mr. Looker then quoted No. 12 of the Norland regulations, which stated: "The employer is asked to write a testimonial in the nurse's book on the completion of each year's work and also when the nurse leaves her situation." You know that rule? Did you always get a testimonial when you left a situation?—No.

Part of the régime at the Norland was that they attached great importance to order, patience and neatness. Did you tell Mrs. Looker during your service that you were never orderly and that you were always annoyed to see Mrs. Looker so orderly and neat?—No.

Did you tell her you were never able to keep things tidy and always got annoyed because she had tidy and orderly habits? Did you tell her that?—No. I am not absolutely tidy.

Didn't you always maintain that your knowledge of the care and management of the child was superior to Mrs. Looker's?—No.

Didn't you constantly throughout your period of service tell Mrs. Looker that her desires were not right and that yours ought to be followed regarding the child?—No.

Did you not constantly maintain that because you were a trained nurse you knew better than she did and that she ought to defer to what you said?—No.

Did you not constantly maintain that you were older than she was and therefore she ought to accept what you said?—No.

Did you not tell me later that you were an experienced trained nurse and that what you said ought to be carried out?—No.

You deny that?—Yes.

Mr. Harris—My friend is going into particulars of which he has not given notice. There is no allegation of my client saying she was older than Mrs. Looker. It may be an allegation of rudeness, but I am not going into it.

His Lordship—It may be taken as a compliment.

Mr. Harris—Yes, it may be. Therefore I am not going into it.

His Lordship said he thought the questions might arise out of something which the witness had said yesterday.

Mr. Harris contended that the other side were bound by their pleadings. His Lordship made a note of Mr. Harris' objection.

Witness stated that in her previous situations she had worn both uniform and mufti, but she had refused to wear uniform when Mrs. Looker asked her.

His Lordship—Was this before the engagement?

Witness—Yes.

His Lordship—And before the parties had agreed?

Witness—Yes.

Witness added that when the Norland referred to any nurse they did so as "Nurse Jane" or as the name might be, and that she was referred to as Nurse Sophie. Nurses were referred to in that manner until they became badge nurses. When Mrs. Looker engaged her she said she desired to call her Nurse Sophie, but witness told her she refused to be called that. She wished to be called Miss Hamilton, but as a compromise it was arranged that she should be called nurse or nurse by the child.

Do you say that Mrs. Looker, against your wishes, called you "Pongo"?—Yes. I put it to you that is untrue?—It is quite true.

I put it to you that the reason Mrs. Looker called you "Pongo" was because she used to refer to you to the child as nurse and to other people as Miss Hamilton and you said you did not like that. Would she please call you "Pongo"?—No.

I put it to you that she rarely addressed you as "Pongo"?—Almost invariably whenever she addressed me unless when people were present.

You say I referred to you as "Pongo"?—Only once to my face.

And that occasion was in the bedroom?—Yes.

The child was there and Mrs. Looker was there?—I think that is correct.

I was referred to, to decide some little point whether it was advisable to take a chair or walk?—I don't remember it.

I said to you "Pongo, you are wrong"?—I don't remember.

I put it to you that is what did happen?—I know I answered "Miss Hamilton, please."

Certainly you did. That is one of your complaints against me?—I object to being called "Pongo."

Witness was then cross-examined with reference to getting days off in London before sailing to purchase clothing, and said that Mrs. Looker took her round in a motor car to buy hats because she objected to those she was wearing. Questioned on the subject of the agreement she denied that she had ever said the agreement was worthless or that she would leave whenever she pleased. She did not say that she could go home any time as she was quite independent. She did not tell people that she was going home to take a house in Edinburgh and take in children. Neither did she tell Mrs. Looker that that was her last engagement as a nurse. As a matter of fact she had another engagement as nurse which was made before she left London.

Were you asked to mend anything in Hongkong?—Yes.

What, with the exception of the child's clothing?—Mrs. Looker's stockings.

Anything else?—Yes, household linen.

It is not true that in London Mrs. Looker said that as she was paying you such a large salary she could not keep a maid amah?—No.

I put it to you that you said, "I am not going to do any of Mr. Looker's mending"?—She put that question to me and I said I would not do any mending.

Do you say she asked you to do my mending?—Yes. She asked me in London.

I put it to you that she told you in London you would not be asked to do my mending or any household mending, but that it would probably be done by a wash amah?—No, after I had refused to do it she said she would try to make some arrangements.

Witness then stated that she massaged Mrs. Looker in Paris because she had a chill. It was not because she was afraid of Mrs. Looker did not get well the trip to the East would fall through.

The massaging was not stopped because of her dictatorial manner in addressing Mrs. Looker on deck in such style, "If you don't go and lie down I won't massage you." She did not decline to see Mrs. Looker's cuff on deck one day, but she told her if she had any sewing to be done she would prefer to do it in her cabin.

She was not aware that they took a motor car in Colombo and went to Mount Lavinia in order to show her the sights. She was sure Mrs. Looker used the words to her, when she declined to take medicine which Mrs. Looker wished her to take, "To punish you I will not allow you to go ashore at Penang." She travelled from London in the same cabin with Mrs. Looker and the child. Her agreement provided for a second class passage.

She did not know that they had to pay

more for her on account of her using the same cabin. Mrs. Looker slept on the sofa and witness in the lower bunk.

Mrs. Looker did not care for the fan?—No.

That was one of the reasons why the arrangement was made?—No, it was because the sofa was bigger.

Was not one of the reasons for making that change that Mrs. Looker would not get so much of the fan?—I don't know.

Did you tell Mrs. Looker that the fan could not be turned on too full for you?—No.

Did you maintain your illness was caused by Mrs. Looker turning the fan on you?—Yes.

Witness agreed that it was an accident that Mrs. Looker turned the fan on her. She admitted that she was deranged a little internally owing to the chill. Her illness was not caused nor aggravated by her passion for eating tropical fruits in great quantity. Mrs. Looker had warned her about eating fruit, but witness did not reply to her that it was no use trying to reform her. She refused to take the medicine which Mrs. Looker asked her to take. Mrs. Looker brought her some tabloids and when she declined to take them Mrs. Looker said, "If you don't take them I will punish you by not allowing you to go ashore at Penang. Witness asked her not to do that as she so much wanted to see Penang, and added that if she were not better she would take them the next day.

Witness was then questioned as to two previous engagements in which she had not got testimonials. One was in Germany, where she had gone to fill a permanent engagement but fell ill. She was ill for a month there and had to leave on medical advice. The people had been so kind to her that she could not trouble them further by asking for a testimonial, especially when she had not been able to do any work for them. The other occasion was when she travelled with a Mexican lady, but on arrival at New York she was advised by a friend of the Norland not to proceed to Mexico. The lady had tried to stab her twice. She did not get a testimonial from the gentleman.

Witness was then examined as to her ability in drawing. She denied that drawing formed part of her course at the Norland, and when she got a picture to draw she did not trace it. What was referred to was perhaps a book with cards to be pricked through with a needle. That was for sewing.

During your period of service did you comply with Mrs. Looker's desires?—Yes.

How do you account for the constant friction that existed?—I cannot account for it.

Witness was then examined as to the testimonial which Mr. Looker had written in her book. She wished that testimonial, even though it stated the reason for her dismissal was rudeness, because it was the only thing she could get from him. Her cousin saw Mr. Looker and asked him for a testimonial. She did not tell her cousin that it was no use having testimonials which were all good as people might think they were fictitious. Her cousin told her that Mr. Looker said he would not write in any testimonial until Miss Hamilton had thought it over. She was content to have it in her book. She had not expressed any desire through her solicitor that he should alter it.

Mr. Looker said he would read a letter written by her solicitor to him.

Mr. Harris said that this was a private letter written by Mr. Wilkinson to Mr. Looker, and as a matter of etiquette it should not be read in Court.

Mr. Looker expressed surprise at such an objection.

His Lordship asked if the letter were written in pursuance of Mr. Wilkinson's professional duty.

Mr. Harris—No, Mr. Wilkinson's letter was marked "private."

Mr. Looker—I marked my letter to Mr. Wilkinson "private," but I communicated with him as a solicitor.

Mr. Harris said he objected to the principle.

His Lordship said he did not see any legal objection.

Mr. Harris said it was more a question of etiquette. His friend had asked him not to mention the names of his friends in Court, and now he proposed to read private letters.

Mr. Looker said if he thought he was receiving private letters which he could not read in support of his case he would not have accepted them.

His Lordship said there was no legal objection to the letter.

Mr. Looker quoted from the letter and asked if she had requested his testimonial to be altered.

Witness replied that she did not know what was in that letter.

Have you asked that my testimonial be altered?—Unwillingly, at the request of various ladies in the Colony, but under stipulations.

Witness did not suggest that when Mr. Looker opened two of her letters that it was done with any improper motive. She next detailed the occasions on which she had to pay her own tram fare. It was not a fact that on her arrival in Hongkong Mrs. Looker offered her a nurse's ticket and that she refused it, saying that she preferred to pay for her own ticket. She did not refuse a nurse's ticket because she thought it derogatory. The occasions on which she paid her own fare were not occasions when she went out on her own pleasure: she was in charge of the child. She had never asked to be repaid these fares. With reference to the drilling, Mrs. Looker did not ask her to undertake it, but she did so voluntarily. She was offered remuneration but refused to accept it.

You told us yesterday that you have a good memory?—Yes.

Saying one thing one day, and contradicting it the next?—No.

I put it to you that you told Dr. Harston, who came to see you, what was the matter with you, and the next day you said there was nothing wrong with you at all?—He did not come to see me on two following days.

Did you say the next time he came to see you that there was nothing the matter with you at all?—I did not say that nothing was wrong with me.

You told us yesterday you were perfectly strong and had no nerves?—I said I was not suffering from nerves, but I had nerves in the throat and the eyes.

Did you assure Mrs. Looker before sailing, in London, that you were perfectly strong and had nothing the matter with you?—Yes.

And were you perfectly well and had nothing the matter with you all the time you were in Hongkong?—I was well except when Dr. Harston came to see me.

Were you not at one time suffering strongly from nerves?—I don't know whether you would call it nerves. I was suffering from loss of sleep and worry.

Did you not say that a person suffering from nerves was not fit to have the care of the child as it must have a reactionary effect on the child?—I meant hysterical nerves; hysteria.

Witness denied that her conduct at a launch party was rude or insolent. She denied that her conduct was so rude that it made everybody on the launch uncomfortable and that a dead silence followed.

I put it to you that when you discovered the child was eating a sandwich she was sitting on her aunt's knee?—Yes.

You said: "What are you eating, June, sandwiches? I told you not to eat sandwiches"?—I did not say it in that way.

I put it to you that the child said her mother gave her the sandwich?—Whether the child or her aunt said that I cannot remember.

You said to her, "You have no business to eat it; come here at once"?—No.

Witness was questioned as to her ideas on the feeding of the child, and denied that she had asserted that the nurse was the sole person to be referred to in the matter of the child's food. She denied that she had said to the child on one occasion after a launch party, "Come away and get some syrup of figs after all the messes your mother has given you." She did not say in reference to another launch party that if her mother gave the child anything to eat she (witness) would throw it away.

Do you suggest that these are imaginings or deliberate fabrications on the part of Mrs. Looker in order to win her case?—I don't know how Mrs. Looker got hold of them.

Witness was further cross-examined as to the feeding of the child and denied that she gave it certain foods that it did not like, or that she told Mrs. Looker she should not interfere. It was not true that the child was not well all the time she was under her care. She did not beg Mrs. Looker many times to let her go. She never wished to go until the last day. Witness added that in her conversations with Mr. Looker she was told by him, "Not to forget that he was a lawyer," and to be careful of what she said. Asked whether it was her view that the child should only be taken out with her, witness replied that that was not her view. It was quite true that on the day she left Mrs. Looker spent two hours trying to induce her to remain. It was not true that she detained Mrs. Looker for two hours begging to be allowed to stay.

This concluded the cross-examination.

It was decided to resume the hearing this afternoon and to-morrow and Monday, if necessary. An attempt to settle the case in chambers during the afternoon failed.

A California paper hails Mr. Taft as "the polliest man in America," because when he rises in a tramcar to give up his seat there is room for four ladies.

## COMPANY LAW: EVIDENCE OF MISREPRESENTATION.

IN RE THE DJAMBI (SUMATRA) RUBBER ESTATES (LIMITED).

Mr. Justice Warrington in the Chancery Division of the High Court of Justice on the 28th ult. heard a motion on behalf of Mr. Robert James White that the register of members of the Djambi (Sumatra) Rubber Estates (Limited) might be rectified by removing his name therefrom as the holder of 3,944 shares on the ground of misrepresentation in the prospectus of the company, and that the company might be ordered to pay him the sum of £285, the amount paid by him in respect of the shares with interest thereon at 5 per cent. per annum.

Mr. Cave, K.C., and Mr. Nowbolt, on behalf of the applicant, tendered as evidence of the misrepresentation in the prospectus the report of Mr. James Melmore Halliday, who had been instructed by the company to inspect and report upon the Djambi Estates. They submitted that the truth of the statements contained in that report was admitted by the directors in a report made by them to the shareholders.

Mr. Gore Browne, K.C., and Mr. Rolt, for the company, objected that this report could not be used as evidence against the company, and referred to *In re Devala Provident Gold Mining Company* (22 Ch.D., 583).

## JUDGMENT.

Mr. Justice Warrington, in the course of his judgment, said that in effect this was an action for rescission of the contract to take the shares on the ground of misrepresentation. In such a case the onus was on the applicant to make out the facts upon which he relied—namely, that statements in the prospectus were not true. In support of that allegation the applicant had tendered no sworn evidence at all; the only evidence tendered of untruths in the prospectus was contained in the report made by Halliday, who was employed by the directors of the company to report on the property in question. Objection was taken to the admissibility of Halliday's report as evidence of the statements contained in it, and reliance was placed on the decision in *In re Devala Provident Gold Mining Company* (*supra*).

The matter then tendered in evidence was the statement made by the chairman of the company at a meeting of the shareholders, and Mr. Justice Fry in rejecting it said:—"It is the case of an agent making a report to his own principal, and in my view, when an agent is making a confidential report to his principal the report is not admissible evidence in favour of a third party." Then the learned Judge went on to say that it was said that the applicant "was not a third party, but was a member of the company, and in that view the chairman was his agent and was making the report to him as one of his principals. It does not appear to me that there is either principle or authority which justifies the use of a statement made by the common agent of two principals as evidence on behalf of one of the principals against the other."

Every word of that judgment applied to the report of Halliday. It was a confidential report made by the agent to the company, and by itself it was not evidence of the truth of the facts contained in it in litigation between the company and a third party. His Lordship said that he was unwilling to admit the objection merely on that ground because it had been said that Halliday's report was referred to and adopted by the company in a report made by them to the shareholders, and it occurred to him that the report to the shareholders might contain an admission of the truth of the report and so it might be admissible. Accordingly he had allowed the report of the directors to be read to see if it contained any such admission. In his Lordship's opinion it did not. All that the directors' report said was that Halliday was a planter of experience and that he considered the property a valuable one, and that it would be a great pity if the directors lost such a property; the directors then said that the matter was one for the consideration of the shareholders, and invited them to consider whether it was desirable to wind up the company or to seek to acquire the properties. It was formed to work. That was nothing more than a statement that the directors had received Halliday's report, and it did not contain any admission by the directors on behalf of the company that the statements in that report were true.

It was incumbent upon the applicant to prove his case, and it was important that evidence in support of his case should be given upon oath and that the witness should be submitted for cross-examination. The motion must be refused, with costs.

## WIDOW AND THE WAR OFFICE.

The War Office has had to confess defeat in an engagement with a Dartmoor widow. The Department recently built a dummy village, with dummy villagers, on Okeham Tor, for the howitzers to fire at during the Artillery Camp on the hill overlooking Okehampton. Mrs. Endicott, the tenant of Okeham Farm, who was within the danger zone, was politely asked if she would remove to another dwelling during the bombardment. She firmly declined the suggestion. She has continued her business as usual, and during gun-fire in previous years, she maintained that she ought to be allowed to do so this year. The authorities decided to provide her with a shell-proof structure in which she and her two children can take refuge when the firing is in her direction. It is constructed of rocks and plaster, and is lined with sheets of iron, and has involved considerable expense. The farm labourers go to work in red jackets, so as to be easily discernible by the troops when they drive the cattle along the ridges out of harm's way.

## HUGE IRRIGATION PROJECT IN INDIA.

The Secretary of State has accorded his sanction to a project for the construction of the Nira right bank canal in the Sholapur district of the Bombay Presidency as a protective irrigation work. The total cost of the scheme is estimated at Rs. 2,07,72,000. This greatly exceeds the cost of any protective work hitherto sanctioned, but the scheme will provide water to a large additional area about 100,000 acres in a district which, above almost all others in India, stands in need of protection from drought and famine. It was with reference to this district that the Irrigation Commission expressed the opinion that, if an irrigated area would yield a net return to the state of Rs. 25 per acre, a capital expenditure of Rs. 221 per acre might be contemplated on the construction of an irrigation work. From the present scheme the estimated revenue works out at Rs. 4.30 per acre and the proposed capital outlay is only Rs. 135.6 per acre. The proposed canal will take off the Nira river at the southern end of the Vir weir, from the northern end of which an existing canal takes off and irrigates portions of the Poona district on the left bank of the river. In connection with this left bank canal a storage reservoir, known as Lake Whiting, was constructed on the Yelwandi river, a tributary of the Nira. Under the present project the capacity of this reservoir will be increased from 5,300 to 24,300 million cubic feet. The new canal on the right bank will have a total length of 10½ miles with a head capacity of 1,500 cu. feet. It will deliver water to four branch canals and to sixty-three distributaries. For miles of its length it will run through the Phaltan state in which it will command a gross area of 7,500 acres. The capacity of the existing left bank canal will be increased in order that it may utilise a share of the additional supply to be stored in Lake Whiting. The two canals will command on either bank a gross area of 874,500 acres, or 1,368 square miles, of which it is proposed to irrigate annually 231,000 acres, including an area of 40,000 already irrigated by the existing canal. The net annual revenue to be derived from the new work is estimated at Rs. 9,29,300, representing a return of 3.6 per cent. on the capital outlay. The work will probably take about eleven years to complete. This is by far the most important of the many protective schemes that have been sanctioned since the Irrigation Commission submitted its report in 1903.

## INTIMATIONS

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& SON,  
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BALGOWNIE RUBBER.

THE PAYMENT OF QUARTERLY DIVIDENDS.

The eighth ordinary general meeting of the Balgownie Rubber Estates, Ltd., was held at the Company's registered office, Gresham House, Singapore, on the 24th July, Mr. R. C. M. Kindersley presiding. There were also present: Messrs. G. A. Derrick, W. M. Sime, H. M. Caldwell, P. F. Wisc, R. J. Farrer, P. Durnerin, Hare, C. S. Brison and W. E. Rayner (for the secretaries, Messrs. Derrick & Company.)

The CHAIRMAN, in moving the adoption of the report and accounts, said the results of the past year's working, they would agree, were very satisfactory. The f.o.b. cost of their rubber was 1s. 6d., per lb. and the total cost including all charges was 2s. The cost of weeding, as he predicted at the last annual meeting, had gradually decreased and the estates were thoroughly clean and were being kept clean at a moderate cost. The tapping had been conducted on the one-third system throughout the year, that was to say, only one-third of the tree was being tapped at the one time. In order to conserve the bark more the directors had decided to put all trees being tapped on the new bark on the quarter system, and the new trees being brought into bearing were being tapped on the one-third system at the very commencement instead of on the quarter system as formerly. When the new bark came back those trees in turn would go on to the quarter system. He was sure that would be beneficial in years to come.

## COMPANY'S GREAT ASSET.

The Balgownie Company as well as the group of companies with which indirectly they were connected in Kajang, had a great asset in the Javanese labour force which was now resident in the district. It had been gradually built up for the past 17 years and the coolies now were absolutely settled down. They frequently went back to Java, but always returned bringing friends and relations with them, and they had got an excellent labour connection much in the same nature as Tamil labour on estates in India. The factory was now in working order and they had a trial run with the new machinery on the 24th inst. A certain amount of scrap would be put through this month and next month they hoped to be able to deal with the whole crop. With regard to the hospital, they hoped to have that in working order during the month of August. At present any coolies requiring hospital treatment were sent by special agreement to the F.M.S. hospital. The buildings had all been kept in thorough good order during the year and an assistant's bungalow had been added at Balgownie. As the old temporary type of coolie lines fell into disrepair they replaced them by a superior type of buildings which were greatly appreciated by the labour force and of course of Government. In that connection they were doing all they could to carry out the Government's requirements regarding sanitary arrangements, permanent wells and so forth. He formally moved that the report and accounts be received and adopted.

Mr. DERRICK seconded the motion.

Mr. CALDICOTT drew attention to the fact that over 47,000 trees were still described as immature. Surely some of them were tappable.

The CHAIRMAN replied that it was a fact that a large number on the Bangi estate were backward in parts where lallang had got a hold in former years. The soil in that particular part did not bring trees on like soil on flat land, but in the long run the trees were probably stronger and better grown than the ones which grew more rapidly.

Mr. SIME said that in connection with the growth of trees he had kept his eyes open to discover the causes of the difference in the growth of trees on particular soils, and he found that in jungle soil the growth was very much more irregular than on lallang land, the reason being, in his opinion, the fact that up to the present no cultivation on jungle land had been done. If land had been cultivated he thought trees came on very much more quickly. They had all made the same mistake and they were only just finding those things out. Further, in no case had he seen jungle clearings of six years old where anything like 80 per cent. of the trees were of tappable size. He thought that in their later growth the trees planted on jungle clearings would be of stronger growth.

CURRENT YEAR'S ESTIMATES. Replying to Mr. DURNERIN, the Chairman mentioned that the amount estimated to be spent on the capital account during the current year was Balgownie, \$8,340, and Bangi, \$15,450, making a total of \$23,790. The following year it would be quite a small amount, \$6,000 or something like that. The estimated expenditure for the year was \$149,300 and the estimated crop was 200,000 lbs.

Mr. CALDICOTT asked for details of the new scheme of management and whether it was likely to be profitable to the company.

The CHAIRMAN explained that formerly there had been a manager for each of Balgownie and Bangi, and also an assistant on each estate. By the new scheme they had done away with one of the managers. Mr. Wise, his brother and himself were in partnership and they would generally manage the estate. There would still be an assistant on each estate. The saving to the company would be between £800 and £900 and there would be no loss of efficiency; he thought there would be a gain.

Mr. CALDICOTT—Do the bonuses come to an end? The very large bonuses of course make the cost of supervision very high indeed.

The CHAIRMAN—There are now no bonuses. The new agreements leave the bonus optional.

Mr. CALDICOTT thought that the sum of \$88,800, the amount of premium received on the further issue of capital, should remain as it was in the balance sheet under "reserve," and not be eliminated by writing down the expenditure on the estate by that amount. To test the feeling of the shareholders he made a pro-

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position to that effect. The proposition was not seconded.

The report and accounts were then passed.

The CHAIRMAN moved that a final dividend of 50 per cent. on the old shares, making 150 per cent. for the year, and a final dividend of 15 per cent. on the new shares making 60 per cent. for the year be declared as recommended by the directors.

Mr. SIME seconded, and the motion was carried.

Mr. G. A. DERRICK was re-elected a director of the company and the directors' fees were fixed at \$4,000 to be distributed as the Board thought fit.

The auditors, Messrs. F. W. Barker & Co., were also re-elected, at a fee of \$250.

Mr. CALDICOTT asked whether the directors would consider the possibility of paying regular quarterly interim dividends. It was a matter for their discretion, but the paying of regular dividends, say, in March, June, September and December seemed a suggestion worthy of consideration.

The CHAIRMAN—The directors quite sympathise with your suggestion and so far as possible will endeavour to carry it out.

The meeting then closed with a vote of thanks to the Chairman.—*Straits Times.*

## HAMBURG LETTER.

[SPECIALLY WRITTEN FOR THE "HONGKONG DAILY PRESS"]

HAMBURG, July 1st.  
THE BIRTH RATE.

The decline in the birth rate and in the percentage of births over deaths is engaging the serious attention not only of the medical profession and economists but of the Government as well. According to the recent returns for the kingdom of Prussia with a population of somewhat below 40 millions the number of marriages in 1911 was 321,158, that of births 1,222,634 and of deaths 732,301, showing an excess of the former over the latter of 490,333, or 12.3 per 1,000 inhabitants, whilst the figures in the previous year were 310,415 marriages, 1,253,613 births and 675,148 deaths, the surplus amounting to 578,465, or 14.6 per 1,000 inhabitants. The average of the decade 1901-10 was 300,261 marriages, 1,291,732 births, and 727,420 deaths, excess of births over deaths being 564,312, or 15.1 per 1,000 inhabitants. It will be seen that in spite of an increase in the number of marriages the natural increase of the population is

gradually falling off. The year 1902 seems to have been the most prolific, the excess of births over deaths having reached 16.4 per 1,000 inhabitants. As to the birth-rate Berlin stands lowest, it having been 24.63 per 1,000 inhabitants in 1897, 23.69 in 1908, 22.42 in 1909, 21.45 in 1910 and 20.84 last year.

The result of the statistical inquiry in the Grand Duchy of Baden is equally unsatisfactory. The birth-rate which in the seventies of the last century stood at 44 per 1,000 inhabitants dropped to 38 in the following decade, to 34 in the next ten years, to 33 from 1901 to 1910 and to 29.6 last year, when for the first time the number of births actually remained behind that of the preceding twelve months.

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A. S. WATSON & Co., Ltd.  
ALEXANDRA BUILDINGS.

THE NEW FRENCH REMEDY.  
THERAPION No. 1  
THERAPION No. 2  
THERAPION No. 3  
CURE FOR GONORRHOEA, LEUCORRHOEA, BLINDNESS, LOSS OF VISION, ACUTE AND CHRONIC NEURALGIA, MIGRAINE, SCIATICA, RHEUMATISM, GOUT, GRAVEL, CALCULI, BRUISES, SWELLINGS, PRICKLY HEAT, ITCHING, ETC.  
SOLD BY LEADING CHEMISTS. PRICE IN ENGLAND, 2/6 PER BOTTLE. PRICE IN HONGKONG, 3/6 PER BOTTLE. (A GUARANTEE IS GIVEN THAT THE REMEDY IS PURE AND EFFECTIVE.)  
HONGKONG AGENTS: DODWELL & Co., Ltd., 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 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MONGOLIA	27,000	TUESDAY,	6th Aug., at 1 P.M.
PERBIA	9,000	TUESDAY,	27th Aug., at 1 P.M.
KOREA	18,000	TUESDAY,	3rd Sept., at 1 P.M.
SIBERIA	18,000	TUESDAY,	17th Sept., at 1 P.M.
CHINA	10,200	TUESDAY,	24th Sept., at 1 P.M.
MANCHURIA	27,000	TUESDAY,	1st Oct., at 1 P.M.
NILE	11,000	TUESDAY,	15th Oct., at 1 P.M.

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## HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

FRIDAY, 26TH JULY, 1912.  
8 a.m. "HONAM." 8 a.m. "HEUNGSHAN."  
10 p.m. "KINSHAN." 5 p.m. "FATSHAN."

SATURDAY, 27TH JULY, 1912.  
8 a.m. "HEUNGSHAN." 8 a.m. "HONAM."  
10 p.m. "HONAM." 5 p.m. "KINSHAN."

## HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.  
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

## EXCURSION TO MACAO.

SUNDAY, 28TH JULY.

The Company's Steamship

"SUI AN."

Will depart from the Company's WING LOK STREET WHARF at 9 a.m. Departure from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This steamer connects with the excursion steamer leaving Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

## CANTON-MACAO LINE.

S.S. "HOI-SANG," 47 tons.

Departures from Macao on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDU-CHINA STEAM NAVIGATION CO., LTD.

## CANTON-WUHOH LINE.

S.S. "SAIYAN," 588 tons, and S.S. "NANNING," 569 tons. One of the above Steamers leaves Canton for Wuho every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuho for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUL." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
Hotel Mansions (First Floor), opposite the Blake Pier.



## TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC  
DENVER AND RIO GRANDE

TRANS-CONTINENTAL

## TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU... 21,000 tons.  
S.S. CHIYO MARU... 21,000 tons.  
S.S. SHINYO MARU... 21,000 tons.

AND  
S.S. NIPPON MARU... 11,000 tons. (INTERMEDIATE.)

HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

## WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.K.K. liners connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

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Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canyon—and the Royal Gorge of Colorado.  
Convenient connections at Chicago with trains for New York (Transatlantic Steamers) and other Eastern points.  
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

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SWEDISH EAST ASIATIC CO., LTD.  
GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
DESTINATION STEAMERS TONS DATE OF SAILINGS.  
SHANGHAI, YOKOHAMA, ("YEDDO") 7,200 On 26th July.  
KOBE and MOJI ("NIPPON") 7,300 On 26th July.  
For Freight and Further Particulars, apply to  
TELEPHONE No. 171.  
ARTHUR NILSSON & CO.,  
YORK BUILDINGS, TOP FLOOR.

40

## AUSTRIAN LLOYD.



(Under Mail Contract with the Austrian Government.)  
MONTHLY FAST DIRECT SERVICE TO TRIESTE.  
Via SINGAPORE, PENANG, COLOMBO, ADEN, SUZ and PORT SAID.  
S.S. "BOHEMIA," 7,900 tons, will leave as above on 4th August.  
S.S. "AFRICA," 8,800 tons, will leave as above on 19th September.  
Cheap rates, Hongkong-Trieste, Venice, £50 1st, £36 2nd, £19 3rd Class.

TO SHANGHAI.  
S.S. "BOHEMIA," 7,900 tons, will leave as above on 4th August.  
S.S. "AFRICA," 8,800 tons, will leave as above on 19th September.  
Cheap rates, Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

Superior accommodation for 1st and 2nd Class Cabin and Steerage Passengers. No surtax, no tips, no inside cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.  
MONTHLY ORDINARY SERVICE TO TRIESTE, FIUME AND VENICE.  
Via SINGAPORE, PENANG, COLOMBO, BOMBAY, KATACHI, ADEN, SUZ and PORT SAID.  
S.S. "SILEZIA," 13,900 tons, will leave as above on 30th July.

TO YOKOHAMA, KOBE via SHANGHAI.  
S.S. "VORWAERTS," 12,900 tons, will leave as above on 31st July.  
Superior accommodation for Saloon Class Passengers.

ROUND THE WORLD TICKETS ARE ISSUED.  
CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to  
SANDER, WIELER & Co., Agents,  
Hongkong, 25th July, 1912. Princeps Building.

Hongkong, 25th July, 1912.

## JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAH	—	—	JAVA	Second half of July.
TJIKINI	JAVA	Second half of July.	SHANGHAI	Second half of July.
TJIPANOS	JAVA	Second half of July.	JAPAN	Second half of July.
TJIMANOEK	JAPAN	Second half of July.	JAVA	First half of August.
TJITAROEN	JAVA	First half of August.	JAPAN	First half of August.
TJIBODAS	JAVA	First half of August.	JAPAN	First half of August.
TJILATJAP	JAVA	Second half of August.	SHANGHAI	Second half of August.
TJILIWONG	JAVA	Second half of August.	JAPAN	First half of September.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.  
York Buildings, 1st Floor.  
Hongkong, 15th July, 1912. Telephone No. 375.

## BRITISH INDIA S. N. CO., LTD.

## APCAR LINE.

REGULAR SERVICE BETWEEN  
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

## EASTWARD.

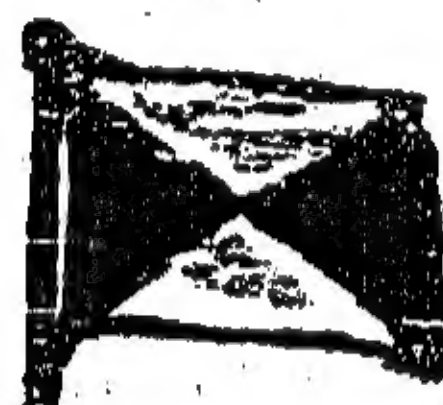
S.S. "DILWARA," 5,378 tons, Capt. W. J. Bishop, will be despatched for SHANGHAI, KOBE and MOJI on 25th July, at Noon.  
S.S. "ARRATOON APCAR," 4,450 tons, Capt. F. M. Austin, will be despatched to KOBE and MOJI (YOKOHAMA if sufficient judgement offers) on 5th August.

## WESTWARD.

S.S. "GREGORY APCAR," 4,500 tons, Capt. J. E. Drake, will be despatched for SINGAPORE, PENANG and CALCUTTA on 27th July, at 3 p.m.  
S.S. "TORILLA," 6,679 tons, Capt. C. J. Swanson, R.N.R., will be despatched as above on 31st July.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.  
For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,  
Hongkong, 25th July, 1911. AGENTS. [592]



## PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Iloilo and Cebu	On 30th July, 4 p.m.
RUBI	4000	S. A. Crosby	Manila, Mangarin, Iloilo and Cebu	On 9th Aug., 4 p.m.

For Freight or Passage, apply to  
HONGKONG, 11th July, 1912. SHAWAN, TOMES & Co., General Managers, PHILIPPINE S.S. CO. [13]

NORDDEUTSCHER LLOYD. BREMEN  
IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ," Capt. L. KLUGKIST.	6,750	(Saturday, 10th Aug., at 9 a.m.)
KUDAT and SANDAKAN	"BORNEO," Capt. F. SEMBELL.	5,000	(Middle of August)

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars, apply to  
NORDDEUTSCHER LLOYD,  
MELOCHERS & Co.,  
GENERAL AGENTS HONGKONG AND CHINA.  
Hongkong, 25th July, 1912.

THOS. COOK & SON,  
TOURIST, STEAMSHIP & FORWARDING AGENTS,  
BANKERS, &c.

Head Office for the Far East:—16, DES VUEUX ROAD, HONGKONG.  
SHANGHAI: 2-5, FOCCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.  
TOURS arranged to ALL PARTS of the WORLD.  
BAGGAGE collected, forwarded and insured at lowest rates.  
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.  
FOREIGN MONIES exchanged.  
CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

## PASSED THE CANAL.

June 25th — Braemar, Bulow, Candia, Carmarthenshire, Maloppo, Peshawar, Pandala, Yangtze. 25th.  
Ernest Simon, Vibia, Arcadia, Baron Driesen, Schuykilla, Nelsun, Patricia. 2nd—Benvenue, Borneo, Calicut, Flinch, Lutzow, Yeddo, Kyoto. 5th.  
Kitano Maru, Suevia, Titun, Telemachus. 9th—Bohemia, Goeben, Himalaya, Manchester Castle, Baron Ogilvy. July 12th—Aleinous, Perseus, Sardinia, Siltonia, Tranquhar. 16th—Belgravia, Glenloch, Ilyson, Indrasamha, Kleist, Nera, Scandia, Africa, Arabian. 19th—Achilles, Bayern, Renalder, Derfflinger, Iyo Maru, Peiho, Pelew. 23rd—Antenor, Atsuta Maru, Ceylon, Lathian, Nippon, Pathan, Syria, Walton Hill.

ARRIVALS AT HOME.  
July 23rd—Nera, Perseus.

## CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.  
By CHAS. J. HALCOMBE  
Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.)

THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. L. BARNES.  
Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, make "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home. Well bound in Yellow Cloth with Chinese Emblem in Gold.

PRICE ... .. \$3.50  
To be obtained from Messrs. KELLY & WALSH, LTD., Messrs. BREWER & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office

## THE BANK LINE LTD.

REGULAR SERVICE FROM HONGKONG TO

VICTORIA, VANCOUVER.

B.C., SEATTLE & TACOMA.

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS.

S.S. "LORD DERBY," 7,000 tons...Sailing Aug. 15th

To be followed by other Steamers of the Company at regular intervals.  
Calling at AMOY and KEELUNG if sufficient inducement offers.  
The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.  
Special Parcel Express to America and Canadian Points.  
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

TELEPHONE No. 780. KING'S BUILDING, PRINCEPS CENTRAL

ORIENTAL AFRICAN LINE.  
NEW LINE OF STEAMERS

TO SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIO" ... 3,000 tons ... Second half of August.

And regularly thereafter.

For Rates of Freight or Passage, apply to—  
THE BANK LINE, LIMITED,  
MANAGING AGENTS.

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS

FROM HONGKONG: From Colombo: 10th August.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,  
MANAGING AGENTS.

## CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers CALCUTTA.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,  
MANAGING AGENTS,

[42-43-44]



## SHIPPING

## ARRIVALS.

CHIPSUNG, British str., 1,100, E. C. Mooney, 24th July—Tientsin 12th July, General—Jardine, Matheson & Co.

CHOYANG, British str., 24th July—Canton.

CHENAN, British str., 24th July—Canton.

CHOWTAY, German str., 1,115, W. Reher, 25th July—Saigon 20th July, Rice and General—Butterfield & Swire.

CHENALLOCH, British str., 1,494, W. L. Gardner, 25th July—Singapore 19th July, General—Chinese.

GOLDENFELS, German str., 1,200, Diederichsen, 24th July—Singapore 18th July, General—Hamburg-America Line.

DAIGI MARU, Japanese str., 899, Y. Somekawa, 25th July—Swatow 24th July, General—Osaka Shosen Kaisha.

HONGKONG, French str., 730, A. Cornillien, 25th July—Haiphong 21st July, Rice and General—A. R. Marty.

HUEBROW, British str., 1,002, Hooker, 24th July—Tientsin 17th July, General—Butterfield & Swire.

KAMAKURA MARU, Japanese str., 3,789, T. Hori, 24th July—Moji 19th July, General—Nippon Yusen Kaisha.

LIANAN, British str., 1,352, C. C. Williams, 25th July—Shanghai 21st July, General—Butterfield & Swire.

MARIE RICKMERS, German str., Schultz, 25th July—Hamburg, General—Order.

NEUBA, British str., 3,844, F. J. Fox, 24th July—Antwerp 25th May, General—P. & O. S. N. Co.

SANUKI MARU, Japanese str., 3,789, G. Teranaka, 25th July—Moji 19th July, General—Nippon Yusen Kaisha.

TAINTAI, German str., 2,188, F. Burking, 25th July—Bangkok 17th July, Rice—Melchers & Co.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

July 25th.

CHIPSUNG, British str., for Canton.

GLENDAL, British str., for Amoy.

HEIMDAL, Norwegian str., for Dairen.

HUEBROW, British str., for Canton.

KAMAKURA MARU, Jap. str., for S'pore.

## DEPARTURES.

July 25th.

CHENAN, British str., for Shanghai.

DAINICHI MARU, Jap. str., for Karatsu.

HAIYANG, British str., for Swatow.

LIANAN, British str., for Canton.

LUETZOW, German str., for Shanghai.

NUNIA, British str., for Shanghai.

POONA, British str., for London.

## SHIPPING REPORTS.

The German str. *Taintai* reports: Very strong weather, wind N.E. to S.E. and high sea and swell from Hobei to Hongkong.

The British str. *Glendaloch* reports: Fine weather to 10deg. N. from 11deg. N. strong monsoon. On the 23rd July, 11deg. N. strong gale and high sea and every indication of a typhoon to the northward; heavy ship to on the 24th the weather moderating and glass rising. Kept the ship on her course and had fine weather thence to port.

## VESSELS EXPECTED.

**THE AMERICAN MAIL.**  
The U.S. mail has been transferred at Yokohama to the C.P.R. str. *Monteagle* due to arrive at this port on the 27th July.

The P.M. str. *Mongolia* arrived at Manila on the 24th, between 10 and 12 p.m., and will sail from that port for Hongkong on the 27th July, between 6 and 8 p.m., and is due to arrive at Hongkong on the 29th July, at 10 a.m.

The T.K.K. str. *Tenyo Maru* left Honolulu for Hongkong via Japan ports and Manila on the 18th July, and is expected to arrive here on the 12th August.

**THE AUSTRALIAN MAIL.**  
The E. & A. str. *Eastern* from Sydney, etc., left Manila on the 25th July, at 1 p.m., for this port.

The E. & A. str. *Adenham* left Sydney on the 8th July, for this port via Queensland Ports and Manila.

**THE CANADIAN MAIL.**  
The C.P.R. str. *Monteagle* arrived at Shanghai on the 23rd July, at 11.30 a.m., and left again at 4 p.m., same day for Hongkong, where she is due to arrive on the 28th July, at 5 a.m.

**THE INDIAN MAIL.**  
The Apar str. *Arratoon* left Calcutta on the 14th July, and may be expected here on or about the 30th July.

**MERCHANT STEAMERS.**  
The str. *Torilla*, from Shanghai and Kobe, left Moji on the 21st July, p.m., and may be expected here on or about the 28th July.

The T.K.K. str. *Kiyo Maru* left Honolulu on the 23rd July for Hongkong, and is expected to arrive at this port on the 28th July.

The str. *Forrester* left Singapore for this port on the 24th July, a.m., and will arrive here on the 30th July.

The "Mogul Line" str. *Pathan* left United Kingdom on the 7th July, for Hongkong via the Straits.

The N.Y.K. str. *Kirin Maru* (Calcutta Line) left Calcutta for this port via Rangoon on the 4th July, and is expected here on the 4th August.

The T.K.K. str. *Nippon Maru* arrived at Yokohama from Honolulu on the 23rd July, and is due to arrive here on the 2nd August.

The str. *Glendaloch* passed the Suez Canal on the 16th July, for Hongkong via Straits.

## INDO-CHINA STEAM NAVIGATION CO., LTD.

*Kwongang*, from Shimonoeki, is due in Hongkong 26th July.

*Kwongang*, from Shanghai, is due in Hongkong 28th July.

*Fookang*, from Calcutta, is due in Hongkong 29th July.

*Laizang*, from Calcutta, is due in Hongkong 2nd August.

**BRITISH INDIA STEAM NAVIGATION CO., LTD.**  
*Itola*, from Rangoon, is due in Hongkong 30th July.

To ascertain the anchorage of any vessel, the Harbour has been divided into four sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K." nearest Hongkong "H." midway between Hongkong and Kowloon "M." and vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

## VESSELS ADVERTISED AS LOADING.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, VIA USUAL PORTS OF CALL.	DELTA	Brit. str.	—	E. P. Martin, R.N.R.	P. & O. S. N. Co.	On 3rd August, at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	PERA	Brit. str.	—	S. Finch, R.N.R.	P. & O. S. N. Co.	About 7th Aug.
LONDON, LEITH & ANTWERP	PEMBROKESHIRE	Brit. str.	—	Jagor	JARDINE, MATHESON & Co., Ltd.	About 10th August.
HAYRE, ROTTERDAM & HAMBURG	FURBER DUELOW	Ger. str.	k. w.	Diederichsen	HAMBURG-AMERIKA LINE	On 13th August.
HAYRE, BREMEN & HAMBURG, &c.	GOLDENFELS	Ger. str.	k. w.	Rassau	HAMBURG-AMERIKA LINE	On 23rd August.
HAYRE & HAMBURG, &c.	STEVIA	Ger. str.	k. w.	F. L. Sommer	HAMBURG-AMERIKA LINE	On 5th September.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAMO MARU	Jap. str.	—	Ernst	NIPPON YUSEN KAISHA	On 31st inst., at D'light.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SILESIA	Ger. str.	k. w.	K. Asakawa	HAMBURG-AMERIKA LINE	On 5th August.
VICTORIA, B.C. & TACOMA VIA KEELUNG & JAPAN	SADO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 30th inst., at 4 p.m.
VICTORIA, B.C. & TACOMA VIA KEELUNG & JAPAN	SHANTLE MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 8th Aug., at 1 p.m.
VICTORIA, B.C. & TACOMA VIA KEELUNG & JAPAN	MEXICO MARU	Jap. str.	—	—	OSAKA SHOSSEN KAISHA	On 17th Aug., at 1 p.m.
TRIESTE, Fiume, Venice via SINGAPORE, &c.	BOHEMIA	Ger. str.	—	—	SANDER, WHEELER & Co.	About 30th inst.
TRIESTE, Fiume, Venice via SINGAPORE, &c.	ATHOLL	Brit. str.	—	—	SANDER, WHEELER & Co.	On 19th August.
NEW YORK	LYONS	Brit. str.	k. w.	W. Faas	HAMBURG-AMERIKA LINE	About 23rd August.
NEW YORK, VIA SUEZ CANAL.	LYONS	Brit. str.	k. w.	W. E. Kelway	JARDINE, MATHESON & Co., Ltd.	About 23rd August.
BOSTON & NEW YORK	KANSAS	Brit. str.	2 m.	R. Linklater	THE BANK LINE, LIMITED	On 3rd Aug., at 6 p.m.
BOSTON & NEW YORK	MONTAGLE	Brit. str.	2 m.	W. Davison	CANADIAN PACIFIC RAILWAY	On 24th Aug., at 6 p.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	—	—	PACIFIC MAIL S.S. Co.	On 30th inst., at D'light.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	NILE	Brit. str.	—	—	PACIFIC MAIL S.S. Co.	On 6th Aug., at 1 p.m.
SAN FRANCISCO VIA KEELUNG & JAPAN, &c.	MONSIEUR	Jap. str.	—	A. G. Stevens	TOYO KAISEN KAISHA	On 13th Aug., at Noon.
SAN FRANCISCO VIA KEELUNG & JAPAN, &c.	NIPPON MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 24th August, at Noon.
SAN FRANCISCO VIA KEELUNG & JAPAN, &c.	COLEMAN	Jap. str.	—	L. Kingkiet	MELCHERS & Co.	On 10th Aug., at 9 a.m.
AUSTRALIAN PORTS VIA MANILA	KITO MARU	Jap. str.	—	—	TOYO KAISEN KAISHA	On 6th Aug., at Noon.
AUSTRALIAN PORTS VIA MANILA	ITOLA	Brit. str.	—	W. W. Tucker	JARDINE, MATHESON & Co., Ltd.	On 31st inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	YOKOHAMA & KOBE	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 31st inst., at 5 p.m.
AUSTRALIAN PORTS VIA MANILA	KAGA MARU	Jap. str.	—	G. Tabasa	NIPPON YUSEN KAISHA	On 5th August.
AUSTRALIAN PORTS VIA MANILA	ABRATON APAR	Brit. str.	—	F. M. Austin	NIPPON YUSEN KAISHA	On 31st inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	M. Yagi	YAWA-CHINA JAPAN LINE	On 5th August.
AUSTRALIAN PORTS VIA MANILA	YOKOHAMA & KOBE	Brit. str.	—	E. Mooney	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at D'light.
AUSTRALIAN PORTS VIA MANILA	YOKOHAMA & KOBE	Brit. str.	—	G. Hooker	BUTTERFIELD & SWIRE	On 25th inst., at D'light.
AUSTRALIAN PORTS VIA MANILA	YOKOHAMA & KOBE	Brit. str.	—	W. J. Bishop	DAVID BARNES & Co., Ltd.	To-day, at Noon.
AUSTRALIAN PORTS VIA MANILA	YOKOHAMA & KOBE	Brit. str.	—	—	DAVID BARNES & Co., Ltd.	To-morrow, at M'night.
AUSTRALIAN PORTS VIA MANILA	YOKOHAMA & KOBE	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at D'light.
AUSTRALIAN PORTS VIA MANILA	YOKOHAMA & KOBE	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 31st inst.
AUSTRALIAN PORTS VIA MANILA	YOKOHAMA & KOBE	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 1st Aug., at Noon.
AUSTRALIAN PORTS VIA MANILA	YOKOHAMA & KOBE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 1st Aug., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	YOKOHAMA & KOBE	Brit. str.	—	—	P. & O. S. N. Co.	About 1st August.
AUSTRALIAN PORTS VIA MANILA	YOKOHAMA & KOBE	Brit. str.	—	—	HAMBURG-AMERIKA LINE	On 2nd Aug.
AUSTRALIAN PORTS VIA MANILA	YOKOHAMA & KOBE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 3rd Aug., at M'night.
AUSTRALIAN PORTS VIA MANILA	YOKOHAMA & KOBE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 4th August.
AUSTRALIAN PORTS VIA MANILA	YOKOHAMA & KOBE	Brit. str.	—	—	BUTTERFIELD & SWIRE	About 6th Aug.
AUSTRALIAN PORTS VIA MANILA	YOKOHAMA & KOBE	Brit. str.	—	—	P. & O. S. N. Co.	On 12th Aug.
AUSTRALIAN PORTS VIA MANILA	YOKOHAMA & KOBE	Brit. str.	—	—	NIPPON YUSEN KAISHA	About 20th August.
AUSTRALIAN PORTS VIA MANILA	YOKOHAMA & KOBE	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	About 25th August.
AUSTRALIAN PORTS VIA MANILA	YOKOHAMA & KOBE	Brit. str.	—	—	YAWA-CHINA JAPAN LINE	Quick despatch.
AUSTRALIAN PORTS VIA MANILA	YOKOHAMA & KOBE	Brit. str.	—	—	OSAKA SHOSSEN KAISHA	On 31st inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	YOKOHAMA & KOBE	Brit. str.	—	—	OSAKA SHOSSEN KAISHA	On 28th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	YOKOHAMA & KOBE	Brit. str.	—	—	OSAKA SHOSSEN KAISHA	To-day, at 11 a.m.
AUSTRALIAN PORTS VIA MANILA	YOKOHAMA & KOBE	Brit. str.	—	—	DOUGLAS LAFRANCE & Co.	On 28th inst., at D'light.
AUSTRALIAN PORTS VIA MANILA	YOKOHAMA & KOBE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 30th inst., at 11 a.m.
AUSTRALIAN PORTS VIA MANILA	YOKOHAMA & KOBE	Brit. str.	—	—	DOUGLAS LAFRANCE & Co.	To-morrow, at 2 p.m.
AUSTRALIAN PORTS VIA MANILA	YOKOHAMA & KOBE	Brit. str.	—	—	DOUGLAS LAFRANCE & Co.	On 30th inst., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	YOKOHAMA & KOBE	Brit. str.	—	—	SHEWAN, TOMES & Co.	On 30th inst., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	YOKOHAMA & KOBE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 3rd August, at 2 p.m.
AUSTRALIAN PORTS VIA MANILA	YOKOHAMA & KOBE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 6th Aug., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	YOKOHAMA & KOBE	Brit. str.	—	—	SHEWAN, TOMES & Co.	On 9th Aug., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	YOKOHAMA & KOBE	Brit. str.	—	—	YAWA-CHINA JAPAN LINE	Quick despatch.
AUSTRALIAN PORTS VIA MANILA	YOKOHAMA & KOBE	Brit. str.	—	—	NIPPON YUSEN KAISHA	To-morrow, at Noon.
AUSTRALIAN PORTS VIA MANILA	YOKOHAMA & KOBE	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 3 p.m.
AUSTRALIAN PORTS VIA MANILA	YOKOHAMA & KOBE	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 31st inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	YOKOHAMA & KOBE	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 2nd Aug.
AUSTRALIAN PORTS VIA MANILA	YOKOHAMA & KOBE	Brit. str.	—	—	MELCHERS & Co.	Middle of August.
AUSTRALIAN PORTS VIA MANILA	YOKOHAMA & KOBE	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at 8 a.m.
AUSTRALIAN PORTS VIA MANILA	YOKOHAMA & KOBE	Brit. str.	—	—	MESSAGERIES MARITIMES	On 31st inst., at 9 a.m.

## BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN KOBE, HONGKONG AND RANGOON.

## EASTWARD.

The S.S. "ITOLA," 5,257 tons, Captain W. W. Tucker, will be despatched for YOKOHAMA and KOBE on 31st July, at Noon, to be followed on 10th August by S.S. "MUTTRA," Capt. H. Curry, taking Cargo and Passengers at Current Rates.

## WESTWARD.

The S.S. "ITINDA," 5,251 tons, Captain A. J. Evans, will leave HONGKONG for SINGAPORE, PORT SWETENHAM, PENANG, RANGOON on 27th July, at Noon, followed by the S.S. "FUTABA," Captain H. W. Talbot, on the 5th August, at Noon, taking Cargo and Passengers at Current Rates.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; Co., Ltd.,

AGENTS.

Telephone No. 215.

Hongkong, 25th July, 1912.

## "SHIRE" LINE OF STEAMERS, LIMITED.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR	STEAMERS	DATE OF DEPARTURE
LONDON, LEITH & ANTWERP	"PEMBROKESHIRE"	About 10th Aug.
SHANGHAI, NAGASAKI, KOBE &c.	"DEN OF GLAMIS"	About 25th Aug.
YOKOHAMA	"CARMARTHENSHIRE"	About 3rd Sept.
LONDON, LEITH & ANTWERP	"FLINTSHIRE"	About 20th Sept.
SHANGHAI, KOBE & YOKOHAMA	"FLINTSHIRE"	About 20th Sept.

\* Does not carry passengers.

These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; Co., Ltd.,

AGENTS.

Hongkong, 23rd July, 1912.

## INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	DATE OF DEPARTURE
MANILA	"YUENANG"	Saturday, 27th July, 2 p.m.
TIENTSIN VIA WEIHAIWEI	"CHIPSUNG"	Sunday, 28th July, D'light.
SHANGHAI	"CHOYANG"	Sunday, 28th July, D'light.
SINGAPORE, PENANG & CALCUTTA	"RUTSANG"	Wednesday, 31st July, Noon.
SHANGHAI, KOBE & MOJI	"FOOKSANG"	Thursday, 1st Aug., Noon.
MANILA	"LOONGSANG"	Saturday, 3rd Aug., 2 p.m.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NANGSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

\* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Tientsin, Weihaiwei, Chefoo, etc.

† Telephone No. 215, Sub. Erek. 4.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; Co., Ltd.,

GENERAL MANAGERS.

Hongkong, 26th July, 1912.

## CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER AND THE CANADIAN PACIFIC RAILWAY.

PROPOSED SAILINGS FROM HONGKONG AND QUEBEC. SUBJECT TO ALTERATION.

FOR VANCOUVER.	1912	FOR LIVERPOOL.	1912
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"MONTEAGLE" SAT., 3rd Aug. "ALLAN LINE" FRI., 30th Aug.

"EMPEROR OF INDIA" SAT., 24th Aug. "EMPEROR OF BRITAIN" FRI., 20th Sept.

"EMPEROR OF JAPAN" SAT., 14th Sept. "ALLAN LINE" FRI., 11th Oct.

"MONTEAGLE" SAT., 5th Oct. "EMPEROR OF IRELAND" FRI., 1st Nov.

Steamers leave HONGKONG at 6 p.m. for EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, and at QUEBEC with the Company's Atlantic "EMPEROR" Steamships, 14,500 tons and at QUEBEC with the Company's Pacific and Atlantic Fleets are equipped with the latest wireless apparatus.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the latest wireless apparatus.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York \$71.10

Intermediate Steamship "Monteagle" £43 " " £45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. GRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

THE WELDING AND CUTTING OF METALS

By the OXY-ACETYLENE SYSTEM

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

Hydraulic and Pneumatic Tools installed throughout the Works.

GRAVING DOCK 78' x 88' x 3' 6"

Pumps empty Dock in 24 hr.

THREE PATENT SLIPWAYS taking vessels up to 5,000 tons displacement, providing conditions for painting ships with most efficient results.

100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.

50-TON HYDRAULIC TESTING MACHINE FOR CHAINS, WIRE ROPES, RIVETS, ETC.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

Dockyard Manager: Mr. J. REID, can be seen between the hours of 11 a.m. and 12 noon at the Town Office.

MANAGERS AND AGENTS.

BUTTERFIELD & SWIRE, HONGKONG, CHINA AND JAPAN.

## VESSELS ON THE BERTH

## "INDRA" LINE, LIMITED.

FOR BOSTON AND NEW YORK.

THE Steamship

"INDRAGHIBI"

Capt. W. E. Kelway, will be despatched as above on or about the 30th July.

This Steamship has superior accommodation for a limited number of Saloon Passengers.

FARE TO BOSTON OR NEW YORK, £35.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 25th July, 1912. [948]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.



**PENINSULAR & ORIENTAL**

STEAM NAVIGATION COMPANY.

FOR	STREAMERS	TO SAIL	REMARKS
SHANGHAI	ARCADIA	About 1st August	Freight and Passage.
LONDON VIA USUAL PORTS	DELTA	Noon, 3rd Aug.	See Special of Call.
SHANGHAI, MOJI, KOBE	SARDINIA	About 6th Aug.	Freight and Passage.
LONDON and ANTWERP	PERA	About 7th Aug.	Freight only.
VIA SINGAPORE, PE, NANG, COLOMBO, PORT SAID and MARSEILLES			

For Further Particulars apply to

H. W. D. SHALLARD,  
Acting Superintendent.

Hongkong, 26th July, 1912.

**CHINA NAVIGATION CO., LD.**

SAILINGS SUBJECT TO ALTERATION

FOR	STREAMERS	TO SAIL
HONGKONG (Mails) and HAIPHONG	"SUNGKIANG"	On 27th July, 8 A.M.
SHANGHAI	"YANGCHOW"	On 28th July, 11 A.M.
SWATOW, AMOY, NINGPO and SHANGHAI	"FOOCHOW"	On 28th July, 11 A.M.
WEIHAIWEI, CHEFOO and TIENTSIN	"HUICHOW"	On 28th July, 11 A.M.
MANILA, CEBU and ILOILO	"TEAN"	On 30th July, 4 P.M.
SHANGHAI	"CHINHUA"	On 1st Aug., 4 P.M.
SHANGHAI	"ANHUI"	On 3rd Aug., 4 P.M.
MANILA, CEBU and ILOILO	"KAIFONG"	On 6th Aug., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmania Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Ample; Electric Fans fitted. Extra State-rooms on Deck aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft. Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINTAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Wusung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

NEW SERVICE.—SHANGHAI to ANTUNG sailings on alternate Wednesdays. BUTTERFIELD &amp; SWIRE, AGENTS.

For Freight or Passage apply to—  
Hongkong, 26th July, 1912. TELEPHONE 36.**DOUGLAS STEAMSHIP CO., LD.**

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR  
**SWATOW, AMOY AND FOOCHOW**AND RETURN,  
(Occupying 9 to 10 Days).

STREAMSHIP	CAPTAIN	LEAVING
"SAITAN"	Capt. J. S. Hoach	FRIDAY, 26th July, at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 30th July, at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). During the months of July and August—Return Tickets available for three months will be issued at a Reduction of 20 per cent. on the usual rate to Foochow.

For Freight and Passage, apply to—  
HONGKONG, 24th July, 1912.DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.**HAMBURG-AMERIKA LINIE.**IN CONJUNCTION WITH  
DEUTSCHE DAMPFSSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Ceylon, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
FOR SHANGHAI, KOBE and YOKOHAMA:	FOR MARSEILLES, HAVRE & HAMBURG:
S.S. SUEVIA ... 2nd August.	S.S. SILEZIA ... 5th August.
S.S. PISA ... 15th August.	FOR HAVRE, ROTTERDAM & HAMBURG:
S.S. O. J. D. AHLERS ... 22nd August.	S.S. FUERST BUELOW ... 13th August.
S.S. C. FERD. LARSEN ... 11th Sept.	FOR HAVRE, BREMEN & HAMBURG:
S.S. ARCADIA ... 24th Sept.	S.S. GOLDENEISE ... 23rd August.
	FOR HAVRE, ROTTERDAM & HAMBURG:
	S.S. BRISGAVIA ... 5th Sept.
	FOR HAVRE & HAMBURG:
	S.S. SUEVIA ... 11th Sept.
	FOR NEW YORK:
	S.S. AMERICA ... About 31st Aug.

For Further Particulars, apply to—  
HONGKONG, 25th July, 1912.HAMBURG-AMERIKA LINIE,  
Hongkong Office.**THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.**

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE  
(SUBJECT TO MODIFICATION).

STREAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,  
AGENTS.

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**TOYO KISEN KAISHA.**IMPERIAL JAPANESE  
TRANS-PACIFIC MAIL LINES.**SAN FRANCISCO LINE.**

Operating the THREE TRIPLE SCREW TURBINE Steamers

**CHIYO MARU, SHINYO MARU**  
**TENYO MARU.**  
Speed 21 KNOTS, Displacement 21,000 TONS.and the TWIN SCREW S.E.  
"NIPPON MARU."  
INTERMEDIATE STEAMER.  
Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STREAMER	CAPTAIN	DATE OF SAILING.
NIPPON MARU	A. G. Stevens	TUESDAY, 13th Aug., NOON.
TENYO MARU	E. Bent	TUESDAY, 20th Aug., at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 10th Sept., at Noon.
CHIYO MARU	W. W. Greene	TUESDAY, 8th Oct., at Noon.

THE S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA AND HONOLULU, on TUESDAY, the 13th August, at Noon.

**SOUTH AMERICA LINE.**

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—  
BUYO MARU, HONGKONG MARU and KIYO MARU

Ply between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STREAMER	TONS	DATE OF SAILING.
KIYO MARU	17,500	TUESDAY, 6th Aug., NOON.
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.
HONGKONG MARU	11,000	TUESDAY, 3rd Dec., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,  
King's Building (Opposite Blake Pier).**EST ASIATIQUE FRANCAIS**

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

**TONKIN**

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for  
KWANG CHOW WANG and HAIPHONG,  
on WEDNESDAY, the 31st July, 1912, at 9 A.M.For Passages and Freight apply to  
P. THOMAS, M.M. Co.'s AGENT.**OSAKA SHOSEN KAISHA.**

REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

**TRANS-PACIFIC SERVICE.**Connecting at TACOMA with  
THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAYAND  
THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STREAMERS	TONS (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via KEBELUNG, NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA	"SEATTLE MARU"	6,182	THURSDAY, 8th Aug., at 1 P.M.
	"CHICAGO MARU"	6,182	TUESDAY, 3rd Sept., at 1 P.M.
	"TACOMA MARU"	6,178	THURSDAY, 3rd Oct., at 1 P.M.
VICTORIA, B.C. & TACOMA via KEBELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	"MEXICO MARU"	6,064	SATURDAY, 17th Aug., at 1 P.M.
	"CANADA MARU"	6,064	TUESDAY, 17th Sept., at 1 P.M.
	"PANAMA MARU"	6,059	TUESDAY, 15th Oct., at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle Vancouver, Portland, and San Francisco—

From Manila	G. \$130.00
From Hongkong, Shanghai and Keelung	G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama	G. \$95.00
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco	G. \$110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasures and Perols. Special attention given toward Express connections.

**HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE**

FOR	STREAMERS	LEAVES.
TAMUI VIA SWATOW and AMOY	"DAIGI MARU"	SUNDAY, 28th July, at Noon.
FOOCHOW VIA SWATOW and AMOY	"KALJO MARU"	WEDNESDAY, 31st July, at Noon.

N.B.—The Co.'s Coast-Line and Formosa Line of Steamers, will arrive and depart from Soon Yip Co.'s wharf (near the Harbour Office, Prince Central). For information of Freight Passengers, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROI,  
MANAGER.

773-7

**NIPPON YUSEN KAISHA**

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STREAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KAMO MARU	16,000	WEDNESDAY, 31st July, at Daylight.
	AKI MARU	12,000	WEDNESDAY, 14th Aug., at Daylight.
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	SADO MARU	12,500	TUESDAY, 30th July, at 4 P.M.
	YOKOHAMA MARU	12,500	TUESDAY, 13th Aug., at 4 P.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU	7,000	FRIDAY, 2nd Aug., at Noon.
	NIKKO MARU	9,600	FRIDAY, 30th Aug., at Noon.
BOMBAY via SINGAPORE, and COLOMBO	KAMAKURA MARU	12,500	FRIDAY, 26th July.
KOBE and YOKOHAMA	KAGA MARU	12,000	WEDNESDAY, 31st July, at 5 P.M.
SHANGHAI, MOJI and KOBE	BOMBAY MARU	5,000	WEDNESDAY, 31st July.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	9,600	WEDNESDAY, 31st July, at Noon.
SHANGHAI and KOBE	JINSEN MARU	4,000	MONDAY, 12th Aug.

Fitted with New System of Wireless Telegraphy.

Cargo only

**NEW LINE OF STEAMERS**  
BETWEEN  
**KOBE & CALCUTTA.**

REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong—

"CEYLON MARU," 6,000 tons, Capt. Tozawa, Friday, 2nd Aug.  
"HIROSHIMA MARU," 4,000 tons, Capt. Hirase, Saturday, 13th Aug.**REDUCED SUMMER RATES**

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1912.  
SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st Class	\$135	\$122	\$108	\$95
2nd "	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, etc., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241.

112-13-455

**PENINSULAR & ORIENTAL STEAM NAVIGATION CO.**

PROPOSED SAILINGS OF MAIL STEAMERS

**MARSEILLES AND LONDON**

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &amp;c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STREAMERS	Leave HONGKONG	Connecting Steamers from COLOMBO to	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
DELTA	August 3	MALOA	Sept. 1	SATURDAY
ARCADIA	August 17	MONGOLIA	Sept. 15	Sept. 7
ASSAYE	August 31	MEDINA	Sept. 28	Sept. 21
INDIA	September 14	MALWA	Oct. 12	Oct. 4
DEVANHA	September 28	MOOLTAN	Oct. 25	Oct. 18
CHINA	October 12	MACEPONIA	Nov. 9	Nov. 1
DELTA	October 26	MOREA	Nov. 23	Nov. 15

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON: 1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd " £48.8 " £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

**LONDON**

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STREAMERS	Leave HONGKONG	Due LONDON
NUBIA	September 4	October 19
SARDINIA	September 18	November 2
NAMUR	October 16	December 1
NANKIN	October 30	December 15
NYANZA	November 13	December 29

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON: 1st SALOON £53.0 SINGLE, £82.10 RETURN.

2nd " £38.10 " £57.4

For further Particulars, apply to—

H. W. D. SHALLARD,  
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